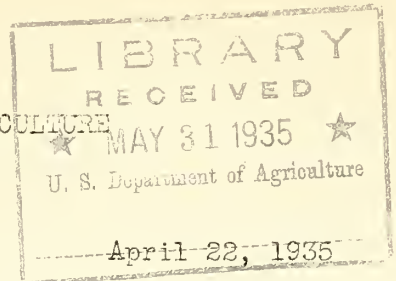


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UNITED STATES DEPARTMENT OF AGRICULTURE
Weather Bureau
Washington



Office of the Chief

CIRCULAR

TRANSMISSION OF PACIFIC SHIP REPORTS BY TELE-
TYPE AND RADIO UNDER THE SIX-HOURLY AIRWAY
SYSTEM

It has been recognized for some time that additional ship reports from the Pacific area would be of value in airway forecasting and map work at practically all stations in the western half of the United States. Under the six-hourly system, beginning May 1, 1935, additional time will be available on the teletype circuits and for this reason it becomes practicable to make a considerable increase in the number of Pacific ship reports relayed by this means. Beginning that date, therefore, all ship reports received at the Weather Bureau forecast center at San Francisco, Calif., from ships east of a line drawn southward along the great circle from the point where the 180th meridian intersects with the Aleutian Islands to and southward of the Hawaiian Islands, will be placed on the teletype circuits there and relayed to all stations on teletype circuits west of Chicago, Kansas City and Murfreesboro, (the stations named will also receive these), during the periods of 0912-0919, 1921-0924, 1016-1019, 1021-1024, 2112-2119, 2121-2124, 2215-2219 and 2221-2224, E. S. T., daily.

The reports will be transmitted in the same figure code used heretofore. (An explanation of this code will be found in Weather Bureau publication No. 1046 which can be obtained from the Central Office upon request.) However, at present it is the practice to send only the latitude and longitude for indicating the position of the ship from which the report is received. Objections to this have arisen from the fact that it was not possible to trace the individual ships from day to day, with the result that the direction of travel of the ships was not known, thus largely nullifying the value of pressure change data from them, and leaving the official preparing maps, forecasts, etc., without knowledge of instrumental errors, etc., that may affect the data in any particular report. In order to obviate this, the following system of indicating the ships in the Pacific from which reports are received will be used, beginning May 15, 1935.:

1. The ship will be given a letter corresponding to the initial letter in its name, e. g. "A" for names beginning with that letter, "B" for names beginning with that letter, etc.
2. Following this letter without space or oblique will be a figure, "1", or "2", or "3", etc., arbitrarily assigned to that ship for purposes of identification. As will be seen from the following list, the assignment of figures there corresponds to the alphabetical

order of the names, but as will be seen from what follows, this will not remain the case in the future.

3. After a letter/figure designator has once been assigned to a ship, it will never be used for another ship. This rule applies even in cases where it is known that reports are no longer to be received from the ship to which it originally was assigned.

4. If reports are received from a ship not already listed, the forecast center at San Francisco will indicate that it is a new ship by entering the full name of the ship followed by a designator made up of the first letter of the name of the ship and the next unused figure in the list under that letter. For example, if reports were begun from a ship not previously listed, the name of which was "Dover", and the last number previously assigned to a "D" ship was 18, the heading of the report would be "Dover D19-----". The designator so assigned would thereafter always apply to that ship and the name would not be repeated in later transmissions.

A complete list of all the ships from which reports may be received will be maintained at all stations using the ship reports, corrections thereto sent out from San Francisco to be made currently as received.

Following is a current list of ships which make reports to the Weather Bureau Office at San Francisco, together with the designators assigned to them:

(Note: In case there are non-reporting ships of the same name, the company owning the ship is given as a means of identification).

A1	- Admiral Peoples
A2	- Admiral Watson
A3	- Admiral Wiley
A4	- Ahamo
A5	- Akagison Maru
A6	- Alaska (Alaska Steamship Co.)
A7	- Alaskan
A8	- Aleutian
A9	- American (American Hawaiian S. S. Co.)
A10	- Antiguan
A11	- Aorangi
A12	- Arctic (Alaska Packers Association)
A13	- Arizonan
A14	- Asama Maru (Nippon Yusen K. K.)
A15	- Asia
A16	- Astoria (Hammond Lumber Co.)
A17	- Asuka Maru
A18	- Athalcrown
A19	- Athellaird
A20	- Atlantic City (Reardon Smith Line Ltd.)
A21	- Atlantic Maru
A22	- Australia

B1 -- Bellingham (Tacoma Oriental S. S. Co.)
B2 -- Bengalen
B3 -- Bering (Alaska Packers Association)
B4 -- Bingtang (Stoomv. Maats. "Nederland")
B5 -- Bokuyo Maru
B6 -- Brightstar
B7 -- Brunswick (Atlantic Oil Shipping Co.)

C1 -- California (States Shipping Co.)
C2 -- Californian
C3 -- Chilkat
C4 -- Chirikof
C5 -- Chiriqui
C6 -- Chokoh Maru
C7 -- City of Bagdad
C8 -- City of Evansville
C9 -- City of New Castle
C10 -- City of Vancouver
C11 -- City of Victoria (British Canadian Steamships Ltd.)
C12 -- Columbia Maru
C13 -- Crown City

D1 -- Dakotan
D2 -- Delarof
D3 -- Diamond Head
D4 -- Diana Dollar
D5 -- Dorothy Alexander

E1 -- Eagle
E2 -- Eclipse
E3 -- El Mirlo
E4 -- Emma Alexander
E5 -- Empress of Asia
E6 -- Empress of Canada
E7 -- Empress of Japan
E8 -- Empress of Russia
E9 -- Everett (Tacoma Oriental S. S. Co.)

G1 -- General Lee
G2 -- General Pershing
G3 -- General Sherman
G4 -- Georgian (American Hawaiian S. S. Co.)
G5 -- Ginyo Maru
G6 -- Golden Bear
G7 -- Golden Cloud
G8 -- Golden Coast (Oceanic and Oriental Navigation Co.)
G9 -- Golden Cross
G10 -- Golden Dragon
G11 -- Golden Eagle
G12 -- Golden Floece
G13 -- Golden Harvest
G14 -- Golden Hind
G15 -- Golden Horn
G16 -- Golden Mountain

G17 - Golden Peak
G18 - Golden Star
G19 - Golden State
G20 - Golden Sun
G21 - Golden Tide
G22 - Golden West
G23 - Grays Harbor (Tacoma Oriental S. S. Co.)

H1 - Hakonesan Maru
H2 - Hakubasan Maru
H3 - Hakushika Maru
H4 - Hakutatsu Maru
H5 - Hauraki
H6 - Hawaiian
H7 - Heinen Maru
H8 - Heiyo Maru
H9 - Hikawa Maru
H10 - Hiye Maru

I1 - Illinois (States S. S. Co.)
I2 - Iowa (States S. S. Co.)
I3 - Iowan
I4 - Ipswich
I5 - Irisbank
I6 - Ixion

J1 - Jefferson Myers

K1 - Kansas
K2 - Kentuckian
K3 - Kentucky (States S. S. Co.)
K4 - Kota Gede
K5 - Kota Inten
K6 - Koyo Maru (Ogura Seyiko K. K.)
K7 - Kvichak

L1 - Lacklan
L2 - Laganbank
L3 - Laurel
L4 - Lebec
L5 - Liberator
L6 - Lossiebank
L7 - Lurline
L8 - Lubrico

M1 - Makawao
M2 - Makiki
M3 - Makua
M4 - Makura
M5 - Mala
M6 - Malama
M7 - Maliko
M8 - Malolo
M9 - Mana (Matson Navigation Co.)

M10 - Manini
M11 - Manoa
M12 - Manoeran
M13 - Manukai
M14 - Manulani
M15 - Marion Otis Chandler
M16 - Mariposa
M17 - Matsonia
M18 - Maui (Matson Navigation Co.)
M19 - Mauna Ala
M20 - Mauna Kea
M21 - Maunalei
M22 - Maunawili
M23 - Maunganui
M24 - Melville Dollar
M25 - Mexican
M26 - Michigan (States S. S. Co.)
M27 - Minnesotan
M28 - Missourian
M29 - Mojave
M30 - Monowai
M31 - Montanan
M32 - Monterey (Oceanic S. S. Co.)

N1 - Nebraskan
N2 - Nevadan
N3 - New York (States S. S. Co.)
N4 - Niagara (Union S. S. Co. of New Zealand)
N5 - Northwestern (Alaska Steamship Co.)
N6 - Noumea
N7 - Nucula

O1 - Ohioan
O2 - Olympia (Tacoma Oriental S. S. Co.)
O3 - Oregon (States S. S. Co.)
O4 - Oregonian

P1 - Panaman
P2 - Patrick Henry
P3 - Paul Luckenbach
P4 - Pennsylvanian
P5 - Peter Kerr
P6 - President Adams
P7 - President Cleveland
P8 - President Coolidge
P9 - President Garfield
P10 - President Grant
P11 - President Harrison
P12 - President Hayes
P13 - President Hoover
P14 - President Jackson
P15 - President Jefferson
P16 - President Johnson
P17 - President Lincoln

P18 - President Madison
P19 - President McKinley
P20 - President Monroe
P21 - President Pierce
P22 - President Polk
P23 - President Taft
P24 - President Van Buren
P25 - President Wilson
P26 - Protesilaus
P27 - Pulpit Point

R1 - Rakuyo Maru
R2 - Reiyō Maru
R3 - R. J. Hanna
R4 - Ryōyō Maru (Toyo Kisen Kaisha)

S1 - San Bernardino
S2 - San Clemente
S3 - San Diego (Pacific Atlantic S. S. Co.)
S4 - San Domingo
S5 - San Felipe
S6 - San Gabriel
S7 - San Julian
S8 - San Marcos
S9 - San Pedro (Pacific Atlantic S. S. Co.)
S10 - San Rafael
S11 - San Simeon
S12 - San Vincente
S13 - Santa Cecilia (Nautilus S. S. Corp.)
S14 - Santos Maru
S15 - Saparoea
S16 - Seattle (Tacoma Oriental S. S. Co.)
S17 - Selandia
S18 - Shelton
S19 - Shikisan Maru
S20 - Shiraha Maru
S21 - Silverash
S22 - Silveray
S23 - Silver Beech
S24 - Silver Belle
S25 - Silverguava
S26 - Silverhazel
S27 - Silver Maple
S28 - Silver Palm
S29 - Somerville
S30 - Soyo Maru
S31 - Standard Arrow
S32 - Stanley Dollar
S33 - Starr
S34 - Stranger
S35 - Stuart Dollar

T1 - Tacoma (Tacoma Oriental S. S. Co.)
T2 - Tahchee
T3 - Taiyo Maru (Nippon Yusen K. K.)
T4 - Talamanca
T5 - Talthybius
T6 - Tamaha
T7 - Tascalusa
T8 - Tatsuta Maru
T9 - Taybank
T10 - Tejon
T11 - Texan
T12 - Texas (States S. S. Co.)
T13 - Toorak
T14 - Tosari
T15 - Tweedbank
T16 - Tyndareus

V1 - Varanger
V2 - Venice Maru
V3 - Victoria (Alaska Steamship Co.)
V4 - Virginia (Int. Mercantile Marine Co.)
V5 - Virginian (American Hawaiian S. S. Co.)

W1 - Waihemo
W2 - Waikawa
W3 - Waiotapu
W4 - Waipuna
W5 - Washington
W6 - Willboro
W7 - Willhilo
W8 - Willkeno
W9 - Willsolo
W10 - Willzipo
W11 - Wisconsin (States S. S. Co.)

Y1 - Yarraville
Y2 - Yukon (Alaska S. S. Corp.)

W. R. Gregg,
Chief of Bureau.

